



**Delaware Bicycle Council
August 4, 2021
Delaware Conference Room
Meeting Notes**

Members Present

Walt Bryan, Sussex County Representative
Fran Cardaci, At-Large Representative
Mack Cochran, Trails & Greenways Council
Shebra Hall, Division of Public Health Representative
Tom Hartley, Kent County Representative
Scott Hoffman, At-Large Representative
Michael Krumrine, DNREC Representative
Marty Lessner, Council on Transportation
Jackie McDermott, Office of Highway Safety
Wendy Polasko, DeIDOT Representative
Roger Roy, New Castle County Representative
Michael Tyler, At-Large Representative
Michael Wagner, Department of Education

Members Absent

James Wilson, New Castle County Representative
Cpl. Tyler Wright, DE State Police Representative

DeIDOT Support Staff

Pamela Steinbach, Director of Planning, DeIDOT
John Fiori, Bicycle Coordinator, DeIDOT
Christina Thomas, Administrative Assistant, DeIDOT

Guests

John Kurpjuweit, Sussex Cyclists	Eric Spencer, Public
John Bare, Bike Delaware	Keith Steck, Public
Chris Assy, Public	Boe Daley, Public
Eul Lee, Public	Kathryn Beasley, DeIDOT
Gerry Pennington, Public	Ray Quillen, Public
Michelle Mallon, Cancer Support Community Delaware	

I. Welcome/Introductions

The meeting was called to order at 5:03 p.m. by Scott Hoffman. The Council meeting was held as a hybrid in which John Fiori took a roll call of Council members present. The quorum was met for the meeting.

John informed the Council that under Senate Bill 98, public meetings may proceed in a hybrid form, with an anchor location for attending in person where the Delaware Room is now the anchor location. However, the Delaware Room is not available for the next Council meeting on October 6th and the choices are to have the meeting in the Felton-Farmington Room or re-schedule the meeting to October 13th. John will verify what is available and e-mail the Council.

Minutes/Agenda Review:

The Council reviewed the meeting minutes from June 2, 2021. John indicated he received an e-mail from Jackie McDermott that clarified “NITZA” was NHTSA (National Highway Traffic Safety Administration). Scott Hoffman asked for a motion to accept the minutes from June 2, 2021. Tom Hartley made the motion to accept the meeting minutes. Michael Krumrine seconded. All agreed, no one opposed. Motion passed.

II. New Director of Planning Introduction

Scott Hoffman announced Pamela Steinebach as the new Director of Planning who replaced Marc Coté after his retirement at the end of July. Scott introduced himself to Pamela as the Chair of the Council and has been a member since 2016. Scott asked Pamela if she wanted to say a few words. Pamela indicated she is looking forward to working with the Council and it was nice to meet everyone in person or virtually. I am very excited to be here and very excited about the new job and working with such a great Council. I have been with the Department for almost 18-years and graduated from the University of Delaware in 1997. I am excited to get back on a bike again and have asked John and Anthony to give me tours on some of the new bike trails. One of my best childhood experiences was my dad teaching me how to bike and wanted to thank you all again.

III. Public Comment

Keith Steck is a resident of Sussex County for the last 10-years. Keith has a concern for Sussex County and bicyclists that is particularly dangerous practice that has been approved for residential developments where developments that are located on each side of a road there are facilities such as a pool or clubhouse are located on one side and the only way to link the residents with these facilities is installing a crosswalk which in some cases are very dangerous. One is last year a crosswalk was added across Camp Arrowhead Road tying the main and largest part of Marsh Farm Estates to another very small piece of the community across the street. Worse, this crosswalk was put in the middle of a dangerous S-curve. The community objected and raised concerns with DelDOT about the dangers to pedestrian and bike riders. Keith went to then Secretary Jennifer Cohan who agreed it should not have gone there and said DelDOT would take care of it but at this time no action has taken place. It has been raised with some state legislators who said they would see about this, but nothing has been done. Residents even organized a protest and got the media

involved. Many people have written considerable letters to the press and County officials with many letters even been printed in local newspapers with no success at stopping these from being approved and existing ones removed. The fear many people have about the crosswalks is in fact happening. There have been more of these crosswalks installed and/or approved by Sussex Planning and Zoning and/or Sussex County Council where some have been or are about to be built. Many people have brought up this danger at hearings on the development proposals but to no avail. The simple truth is the developers hold sway and the people are ignored; these crosswalks linking two sides of a development are built because the developers can put one set of amenities like a pool and clubhouse and play/exercise areas in the main part of a community and tie that section to the smaller section across the street without building another set of amenities there. It's very cheap to cut a path through communities and put a crosswalk over the dividing road while building an elevated crossover is not. Ken and others have advocated for raised/elevated crosswalks across the roads but with no action. Never mind that crossovers like on Route 24 by Baywood are the best and safest option. Never mind that the overhead answers providing maximum safety to bike riders and pedestrians without impeding the flow of traffic, but these overhead crossovers are not happening. This issue is going to become a major concern with the new rails to trails link from southwest of Lewes to Georgetown. A case in point is where the old rail line crosses Route 9 near Cool Spring Road. It's also going to become a problem with the Fisher Road trail crossover just west of this spot; this other site is just below the intersection of Route 9 and Fisher Road. There is a plan that has been or is about to be approved by Sussex County for 246 homes that will be along the southside of the trail. Worse, the sole entrance to this development will be literally only feet away from the trail crossing over Fisher Road. You will have what amounts to a potentially busy street-level trail crossing a road that will have greatly increasing vehicle traffic because of pending development, such as medical offices, residences, a strip shopping center. all about to start at Route 9 and Fisher Road, with a busy residential community. Still worse yet, that location is on a curve in Fisher Road and near another curve. This point and the Route 9 trail crossover both should have elevated crossovers.

Eric Spencer is a resident of New Castle County. A couple of years ago northbound Route 72, Sunset Lake Road at Rebel Road added curbs. On Reybold Road at Sunset Lake Road they eliminated any bicycle facility, which used to be a six-foot or eight-foot-wide shoulder that you could go through the intersection and now northbound there is nothing where you must go into traffic to go through the intersection. He submitted the issue to DelDOT where somebody kind of responded, but it is like three years later and the curb is still there, and he is still going into traffic. It is not good and then they did the same thing on the other side of Rebel Road at Salem Church Road if you are traveling south, where you are going into traffic on Salem Church Road to get past the intersection or Rebel Road where there used to be like an eight foot wide shoulder that you can navigate relatively safely. Eric is hoping that some member of the Bike Council can work with DelDOT to perhaps rectify these intersections and make sure this is not done anymore. Too often with these curbs there is no bicycle facilities to get through or you might have three foot, but half of it is taken up with a storm drain and that is almost as bad as being in traffic. Eric is requesting the Councils help us on these issues with these curbs being popped up without any bicycle facilities being installed. John T. Fiori asked if Eric could e-mail him additional information and he will investigate the matter. This could have been done under a development project or under a roadway project and will reach out to other sections. Now this is not our intent when it comes to where there

is an existing shoulder to drop that shoulder and not allow an area for bicyclists to safely maneuver through the intersection. I just do not know what happened in that situation but will see what I can find out.

Sunset Lake Rd. (SR72) @ Reybold Road – circa 2017



Sunset Lake Rd. (SR72) @ Reybold Road - Existing



Salem Church Rd. @ Reybold Road – circa 2008



Salem Church Rd. @ Reybold Road - Existing



Michael Tyler had difficulties joining the meeting where he missed the voting of the meeting minutes, but he did have comments where in the first sentence for the Analysis of Crash Report Data to change to, “how it could be used” and in Line 6, revise manor to “manner”. Michael Tyler had another concern about using the word “pedal cycle” as opposed to bicycle in the report. Martin Lessner indicated bicycle is written throughout the Delaware code and the new infrastructure bill and we should not be changing to something undefined in the code. Scott Hoffman stated the issue is that is the word in the State Police reports and do not know that the Council can change their report and the Council is discussing the presentation by John, which was a dictation essentially of what was in the report.

Roger Roy requested to address the Council where he made an announcement that he is resigning from the Delaware Bicycle Council and this would be his final meeting. Roger has been a member of the Delaware Bicycle Council since 2008. Many members thanked Roger for his service on the Council.

IV. New Business

Minos Conaway Grade Separated Project & Georgetown-Lewes Trail



John Fiori indicated that the Ed Robles, Project Engineer, was not able to attend the meeting however Ed prepared a presentation specifically for the Council to discuss the capital improvement project and how it relates to the Georgetown-Lewes Trail. John played the 15-minute presentation and when the presentation was done, John indicated that if anyone had questions to please e-mail them to him and he will forward to Ed. John also indicated that it will be verified if the presentation can be posted to the DBC website. **NOTE:** The Minos Conaway video presentation has been posted on the DBC website.

Rails-to-Trail Hall of Fame Nomination



John Fiori announced that the Rails-to-Trails Conservancy (RTC) has nominated the Georgetown-Lewes Trail/Junction-Breakwater Trail for the 2021 Rail-Trail Hall of Fame along with other trails from New Hampshire and Iowa. Voting is unlimited and ends on Friday August 6, 2021. John asked Council members to vote as many times as they can before the deadline. Gerry Pennington asked for a link to vote and John responded he would e-mail him the link. Wendy Polasko stated the link to vote is located on the DeIDOT website.

Michael Tyler wanted to make a statement that Larry Wunderland, Jim Eppolito and Michael Tyler should be acknowledged as the ones who pushed DeIDOT for the Junction-Breakwater Trail. Michael did not see any mention of it, as they used to ride it and were getting threatened to be arrested by the developer for crossing their land. Michael's opinion is that those individuals should be given some credit as well if it elected to the RTC Hall of Fame.

LAB 2021 Bicycle-Friendly State Survey



John Fiori presented the 2021 Bicycle-Friendly State Survey from the League of American Bicyclists was received a couple of weeks ago and with the help from John Bare of Bike Delaware approximately 99% of the questions have been answered but there are a couple of questions that he has reached out to other sections including representatives on the Council and wanted to thank those individuals. The submission deadline is August 20, 2021 where once the survey is completed there will be an internal meeting with Pam, Jeff Niezgodka and Anthony Aglio. If they are fine with the answers will send to the Secretary’s office for her review prior to submitting. The results of the rankings are anticipated being released by the end of the year.

FY2022 Delaware Bicycle Council Budget

FY2022 Delaware Bicycle Council Budget	
Travel	\$900.00
Mileage Reimbursement	
DBC Meetings	\$900.00
Contractual Services	\$32,000.00
Bicycle Grant	\$30,000.00
Other Services	\$2,000.00
Supplies	\$17,100.00
Bicycle Lights	\$7,000.00
Bike Parts & Supplies	\$10,100.00
Total FY2022 Budget	\$50,000.00

John Fiori presented the Council the FY2022 Budget, which showed only the standard amounts allocated for each appropriation; \$900.00 for Travel, \$32,000.00 for Contractual Services and \$17,100.00 for Supplies, totaling \$50,000.00. John noted there is now \$30,000.00 for the 2021 cycling innovation grant. The Council at any time can discuss the budget and vote how they want to allocate funding. Recommendations on how the funds should be spent can come up at future Council meetings just let myself or Scott know. Tom Hartley stated that what the Council typically does is have a small budget working group and provide a budget with any ideas on how the money should be appropriated and allocated. The working group would come up with a proposal and it would be reviewed and voted on by the Council. Walt Bryan, Shebra Hall and Tom Hartley volunteered to be on the budget working group. Michael Wagner suggested the Council put money aside in case one of our members wanted to attend a national conference, but he did not see that in the budget and requested the budget working group to investigate that. John responded that last year there were funds allocated for a member to attend the Walk Bike Places conference virtually,

but that conference is typically held every other year. Since James Wilson attended maybe he would have more information for when the next conference is being held. Michael Wagner asked for a motion to accept the budget working group. Tom Hartley made the motion to accept the budget working group. Shebra Hall seconded. All agreed, no one opposed. Motion passed.

Delaware Bicycle Route 1 Challenge



Scott Hoffman introduced Michelle Mallon of Cancer Support Community to present to the Council a bicycle event. The Cancer Support Community is supporting a fundraiser for a cyclist, Sean Saxton on September 26th where he will be cycling 146-miles from the top to bottom of Delaware. Sean did this event last year and raised over \$6,000, which he donated to Cancer Support Community due to a relative who had been impacted by cancer and he wants to come back and do it again. Michelle is addressing the Council to see if anybody is willing to participate to brainstorm any ideas to promote the event. He will have a lot of support and we are working with DelDOT in making sure we get our permit applications and there might be some ways to build an initiative to practice safe biking and make this more of a partnership between the two. Scott Hoffman asked Michelle if she could give the Council ideas like the kind of things people have done in the past that would be like what was talked about. Michelle indicated she is looking to have people the event to make it more of a community wide effort and what can be done with the Bike Council to make sure that the community is practicing safe biking and wearing helmets and wearing proper apparel. Scott Hoffman indicated the event will be posted on the Delaware Bicycle Council website and will share her contact information with the Council if they have any other questions. **NOTE:** Information for the Delaware Bicycle Route 1 Challenge has been posted to the Delaware Bicycle Council website.

V. Old Business

Cycling Innovation Grant Update & Reach Outs:

John Fiori reported that at this time only one grant application has been submitted and it was from the Town of Milton. It was the same application submitted in 2020, which is a feasibility study for a **shared**-use path along Lavinia Street. The amount requested is \$27,000.00 and the application did have attached a letter of support from the Town Council which it did not have last year. It is possible that there is still going to be the same issues as previous years with right-of-way, environmental and utilities but that is something that will be discussed as it goes through the process. The deadline to submit application is the end of August at midnight. John also indicated he was contacted by other municipalities about the possibility of applying.

Analysis of Crash Report Data Map Request:

Scott Hoffman discussed the map request by James Wilson concerning the crash report data during the previous Council meeting. James felt a map would be more useful if the data was presented in a map form. Scott had volunteered to put together a request which will be sent to John to forward to the appropriate personnel within DelDOT. This would basically be a GIS base map that looks like other maps on DelDOT's gateway. The base map would be the functional classification map which would show all the roads and would see all the crashes as point features. When the point is clicked, all the information in the crash report would be shown. Martin Lessner responded that individual names of people or personal information is not needed but do need the description of what caused the incident and a description of what caused the incident, which should not be confidential. Scott indicated he did get feedback from Shebra Hall. Shebra stated it sounds like the report only captures some of the things where we might want to know more information and if essentially, we can only get the information that is in the report, we would have to somehow work with the police to get that additional information. Scott indicated he did not get any other comments. Scott asked for a motion that the Council proceed the map request in accordance with Martin's comments to include all the information that is on the crash report. Tom Hartley made the motion to proceed. Walt Bryan seconded. All agreed, no one opposed. Motion passed.

OHS Bicycle Safety Proposal:

Scott Hoffman stated at the last meeting Jackie McDermott provided a rundown of how the Office of Highway Safety (OHS) does their programming and what came out of that was that a lot of their resources go into pedestrian safety. It was mentioned OHS would accept proposals for safety related items, which is why this was placed on this meeting's agenda. What is being asked is if there anybody on the Council that has any ideas the Council could put in front of OHS? Michael Wagner has done some with driver's education and in e-mails James Wilson mentioned some expanded driver education programs that other states do. Scott's opinion is the Council has an opportunity to do something, but it is going to take somebody on the Council into making this work. It is up to one of us to propel this upward. Walt Bryan responded that he has been in contact with the Director of the Delaware Safety Council concerning the safe driver's program where when you complete the course you receive 10% discount off your insurance. Walt asked him about putting bicycle safety in the defensive driving program and he said it can certainly be done. Walt indicated a presentation would need to be made to them and they will incorporate that into their curriculum. Scott stated that he thinks James has some ideas and will follow up with him. Scott asked John Fiori for the October meeting to have an agenda item for the Delaware Safety Council.

Bicycle Route 1 Update:

Scott Hoffman provided an update on Bicycle Route 1, where the ratings were completed for Kent and Sussex Counties. It was previously discussed about John Bare helping with New Castle County. Chris Assay indicated Jim Hutchinson was willing to provide feedback on the New Castle County section. Scott will reach out to see how we can integrate his comments into what we have already done for Kent and Sussex County.

Priority Bikeway Projects Update:

John Fiori indicated Double Bridges Road Multi-Use Trail submitted survey plans and are waiting for the next plan submission and anticipate PS&E in November 2022; Delaware Avenue is still on schedule; Munchy Branch Road Multi-Use Trail will be submitting revised semi-final plans in August 2021 and anticipate **Plans, Specifications & Estimate (PS&E)** in October 2021 with construction beginning in Spring 2022 and completed by Memorial Day 2022; Capital City Trail, Phase 3 anticipate PS&E in December 2021 and will be extending from the recently completed Capital City Trail, Phase 2; Georgetown-Lewes Trail, Phase 8 will go from the Georgetown Little League Park to Park Avenue and will begin construction in August 2021; Georgetown-Lewes Trail from Fisher Road to Cool Spring Road anticipate PS&E in August 2021 with construction in the Fall 2021; Coastal Highway Intersection Improvement submitted semi-final plans in July 2021; Kings Highway, Dartmouth Drive to Freeman Highway submitted survey plan that consists of dualizing Kings Highway from SR 1 to Freeman Highway, as well as making improvements at intersections and multimodal upgrades but the PS&E is not until October 2025. Scott Hoffman asked about the overpass for the Georgetown-Lewes Trail over Route 9. John responded as of right now this is not a DelDOT project nor part of the Georgetown-Lewes Trail from Fisher Road to Cool Spring Road and would be handled either through Sussex County or the Sussex Land Trust.

Scott Hoffman entertained a motion to adjourn. Roger Roy made the motion to adjourn the meeting. Michael Wagner seconded the motion at 7:00 p.m. All agreed, no one opposed. Motion passed.

Next meeting: Wednesday October 6, 2021 from 5:00 p.m. to 7:00 p.m. to be as a hybrid of in-person and virtually.